**India as a petro-hub**

t204. SHRIMATI KUMKUM RAI: Will the Minister of PETROLEUMAND NATURAL GAS be pleased to state:

(a) whether Government are considering a proposal to make India a Petro-hub;

(b) if so, the details thereof; and

(c) to what extent India is likely to be benefited thereby?

THE MINISTER OF PETROLEUMAND NATURAL GAS (SHRI MANI SHANKAR AIYAR): (a) and (b) In view of India's export earnings of over Rs. 28,000 crore from petroleum products in 2004-2005, Indian Oil Corporation Limited have been asked to prepare a detailed feasibility study on making India as an investment destination for refineries, in particular export-oriented refineries, aimed a promoting India as the refining hub of South Asia/South-East Asia.

(c) The results of the study will indicate the possible benefits.

**Inclusion of natural gas in the Union List**

205. SHRIMATI N.P. DURGA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that the Supreme Court has recently ruled that Natural Gas is a Central subject;

(b) if so, the details of the ruling given by Supreme Court on the subject Natural Gas;

(c) whether this ruling make some of the legislations made by some States *ultra vires;* and

(d) if so, whether Government have any plan to amend the Constitution to include Natural Gas in the Union List?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MANI SHANKAR AIYAR): (a) and (b) Yes, Sir. The Supreme Court, in their Opinion dated 25.3.2004 in Special Reference No. 1/2001 under Article 143(1) of the Constitution of India have held that Natural Gas including Liquefied Natural Gas (LNG), is a Union subject covered by Entry 53 of List I and the

†Original notice of the question was received in Hindi.

Union has exclusive legislative competence to enact laws on Natural Gas. The Hon'ble Court has also held that the States have no legislative competence to make laws on the subject of Natural Gas and Liquefied Natural Gas under Entry 25 of List II of the Seventh Schedule to the Constitution.

(c) With the above ruling of the Supreme Court, any State legislation containing provisions relating to Natural Gas or LNG would be *ultra vires* to that extent.

(d) There is no such proposal under consideration of the Government.

**Misuse of domestic LPG cylinders**

206. SHRI JANARDHANA POOJARY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether CNG and LPG are the economical alternative fuel to petrol and diesel for use in motor vehicles;

(b) if so, the details in this regard;

(c) whether any guidelines and approved workstations exist for conversion of petrol/diesei vehicles into CNG/LPG vehicles;

(d) if so, the details thereof;

(e) whether it is a fact that most of the private vehicles ply on domestic LPG cylinders fitted by local unapproved mechanics, thereby endangering the life and property of the passengers and others around; and

(f) if so, what measures are contemplated to educate and prevent such misuse?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MANI SHANKAR AIYAR): (a) and (b) CNG and LPG have emerged as alternative clean fuels to petroi and diesel for use in motor vehicles. Besides the question of availability of fuel, the economics of converting petrol/diesei vehicles to CNG/LPG vehicles would depend upon the cost of conversion as also the cost of fuel, which would vary from place to place. At present, in Delhi, CNG is cheaper by about 68% as compared to petrol and 46% as compared to diesel.

(c) and (d) Yes, Sir. CNG kits are duly approved by the Statutory Authorities such as the Automotive Research Association of India (ARAI)-